Fares for Children, Commuters Raised to Meet New Labor Cost

Bus fares will be raised for children and transbay commuters on Jan. 1 to meet mounting operational costs.

Faced with a deficit of approximately $900,000 for the current fiscal year, directors voted unanimously, but "reluctantly," this month for the fare hike.

East Bay children's fares will be increased from 10 to 15 cents. Youngsters still will be able to ride anywhere in the East Bay, however, without paying additional zone charges.

Transbay commute fares will be upped 2 cents a ride. The hike will add 40 cents to the price of the district's 20-ride commute books.

Additional revenue from the increase for the remainder of the fiscal year was estimated by John F. Larson, treasurer-controller, at about $300,000 a year on the basis of current patronage. The extra funds are expected to reduce the deficit to $600,000.

The fare increases are the first to be voted by the district since it took over from Key System Transit Lines in 1960.

Under Key System, children paid adult fares, plus zone charges, except during specified school periods. The last raise in school fares was made by Key in 1958.

Transbay commute fares have remained unchanged since 1955.

District Ends Fiscal Year With Passenger Gain; Expenses Mount

AC Transit ended the 1964-65 fiscal year as a solvent property, keeping within its "break-even" budget despite the problems of constantly increasing costs.

It successfully balanced revenue with expenses while maintaining and improving the quality of transportation.

At the same time, the district took a look ahead and "retooled" to meet and surmount changes—planning how to best use motor coach mobility in a future where modes of travel will be undergoing variations.

The year's story is detailed in the district's annual report, issued this month. Condensed in the pages are AC Transit's financial status, its health and its problems.

The report also discloses the district's long-range concepts and plans and its continued determination to operate a system that will best serve all riders and successfully compete with the family car.

The report disclosed that enough revenue was dropped in fare boxes to (Continued on Page 7)
Trolleys Still Roll for Senior Bus Driver

He might be AC Transit's senior bus driver, but time has not pulled the rails from under L. J. Ciapponi, 66, who gave up his place this month as top man on the seniority list.

A rail man when he went to work for the Key System in 1918 and settled down to regular employment in 1920, Ciapponi's interest has never left the trains and trolleys which captured his imagination at the beginning of his career.

They still run on his "Rawhide Western Railroad" in the backyard of his home at 1514 98th Ave.

He has made the models by hand, on a one-inch scale. And they are big enough for him to ride on around an electrical system which includes switches, a trestle, signals and a "barn" for the cars.

Life-size carriers he has recorded on film, in a collection of photographs of steam and electric roads dating back to 1928.

Buses were still in the future when Ciapponi got his first job with the Key System. Born in Richmond, he grew up with trains—and it was trains whistles that called him away after a few months on the street cars. He returned to the trolleys on March 17, 1920—date of his seniority—working on different street car lines until he moved behind the wheel of a bus in 1935.

During World War II he worked on both buses and trains, then returned to straight driving, operating out of the Seminary Division. He rounded out his career on the Oak Knoll run (Line 56) before a back injury put him on the sick list. His retirement was effective Nov. 1.

When he began his camera project 37 years ago, Ciapponi was determined to photograph every common carrier in California—47 steam roads and 28 electrical systems. By the time he finished, only five lines still were in existence.

He has pursued his hobby through all the western states and in Mexico—the last stronghold of the old steam engines. And he "might" go even farther, scouting for a real old-timer deep in the heart of India or Africa.

In the meantime, he has his records, his photographs, his models and the "shortest street car line in the world"—two feet of track and a model of an Oakland Traction car, vintage of the 1890's.

Passenger revenue for September showed a slight increase over the same month in 1964, although the number of riders carried was down for the period.

Revenue from passengers totaled $1,078,185, an increase of $19,992 or 1.89 percent over the September, 1964 figure of $1,058,193. Total number of riders carried on East Bay and transbay lines was 4,391,640, a decrease of 56,802 or 1.31 percent compared to a year ago.

Transbay commute sales totaled $173,055, up 3 percent over sales of $168,001 in September, 1964. The transit industry nationally indicated a passenger increase for September of .41 percent.

Operational expenses totaled $1,176,582 and were 9.3 percent over the year-ago costs of $1,076,256. The district operated 1,876,785 miles of regular service, an increase of 29,574 miles or 1.6 percent over a year ago.

Total income of $1,320,552 was sufficient to cover operation expenses, amortization and depreciation, but was not sufficient for bonded debt requirement. The month's operation resulted in a deficit of $38,485.

Rider Turnout Establishes New Records

November started off with a jingle for the district, as three revenue records were tallied during the first week and a half.

Downtown Oakland riders purchased 628 Shop-a-Round passes on Nov. 1, best record yet in the number of passes sold on a single day.

Express lines took in $2,903.41 on the same day, but that record was topped Nov. 8, when express revenue reached $2,903.60.

A new high in local and transbay revenue was made on Nov. 9, with $48,265 collected. Previous high was $47,742, made on Oct. 1.
Directories Fight Battle of the Budget,
Look for Ways to Increase Revenue

(Continued from Page 1)

pay for operating costs. Bond debt services and equipment renewal were covered by tax proceeds. The district was able to pay all bills and end the year with $99,886 in the black.

But with a look at the past fiscal period and the expenditures in the year ahead, the report also made it clear that new ways must be found to increase revenue to balance books in the future.

Revenue Increase Needed

In his message to citizens of the district, William H. Coburn, Jr., president of the board, reported on steps that had been taken and were being contemplated to draw and keep additional passengers.

Although the district again has fulfilled its program of improvements, adding to its fleet of new buses and extending its operation, it must adapt "routes to the realistic, ever changing desires and needs of our service area," Coburn said, "speeding up service and concentrating on the convenience of mobile models."

Coburn and General Manager K. F. Hensel termed the past fiscal period as one of change, in which extreme care and experience were used to maintain an expanding operating position in the face of rising costs.

Both made it clear that different approaches were involved in the future, particularly in coordinating existing facilities with the rapid transit network.

Financial grants from the federal government have cleared the way for projects which are expected to alter the format of transportation and move it further into fields "where we can successfully compete with the private automobile," Hensel pointed out.

The Northern California Transit Demonstration Project is well under-

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Veterans
Take Last Call

SUPervisor W. A. Jenkins signs off, after career in law enforcement and East Bay transportation.

When Wallace A. Jenkins retired this month, the district not only lost a supervisor, but a chief of police, fire chief, deputy sheriff and - of all things - gold dredge builder.

Jenkins spent eight years, from 1934 until 1942, building dredgers for the Natomas Co. in Sacramento. As the man in charge of steel construction, he is one of the few remaining experts in "gravel-sifting monsters," an almost bygone part of California's gold gathering history.

In law enforcement work most of his life, it was only natural that he also served as deputy sheriff in the Folsom area for some of that time.

Previously, he had been chief of police, fire chief and assistant superintendent in Newport, Oregon.

And before that, a patrolman in the police department at Portland.

Entering World War I as a private, Jenkins emerged two years later as an infantry captain, with a record of action on the front and post-armistice activities in Army Intelligence. Although he liked law enforcement, Jenkins switched badges to go to work for the Key System as a bus driver in 1942 so his family could benefit from his regular hours and less dangerous activities.

Two years later, Jenkins was made a supervisor, finishing out his career with AC Transit at the Richmond Division, where his training as an officer frequently was of invaluable assistance.

Fellow supervisors hosted Jenkins at a farewell party at the home of Robert Shamon in Hayward before his retirement, presenting him with a radio and an ashtray, with the district emblem.

Jenkins, who lives at 820 Elm St., El Cerrito, plans to spend more time now with his daughter and grandchildren and to do "a lot of hunting and fishing."

A "little deer hunting" also is one of the projects of Bert L. Wheable, another of the veterans who left on Nov. 1.

After 21 years of herding trains and buses, Wheable plans to spend most of his time, however, "herding" his own cattle at his small ranch at Acampo, near Lodi.

He went to work for the Key System in 1944 as a motorman, serving on the trains and street cars until he switched to bus driving in 1958. He retired from Emeryville Division.

First Transbay Commute Fare Increase
In 10 Years Voted to Meet Cost Rise

(Continued from Page 1)

William H. Coburn, president of the board, attributed the fare hike to an "uncontrollable rise in the cost of labor, which accounts for approximately 80 per cent of operating expenses."

"We have no reserves with which to meet such a deficit and our growth will not absorb it. As a consequence, we must look to new revenues to meet this crisis. The only available source at this time is through an increase in some fares."

Coburn said the basic reason for such low school fares no longer exists.

"There was a time when most youngsters rode during off-peak hours when ample seats were available. Now, more and more are riding during peak periods, requiring more equipment.

"Other major cities receive large subsidies from local school systems to equalize the difference between adult and student fares," Coburn said.

"This is not the case in the East Bay," he added.

A rider survey, made earlier in the year, indicated the number of youngsters using district service had jumped from initial estimates of 37,000 on each school day to a new figure of 52,000.

Col. Robert M. Copeland, director at large, noted that AC Transit was one of the very few large transit properties which had not raised fares just within the past two years.

Non-Contract Workers
Given New Wage Hike

District employees who are not covered by a union contract will receive the same five percent wage increase and other benefits as recently granted to the district's unionized workers under terms of an arbitration award.

The board of directors this month voted equitable wages and other benefits for approximately 175 supervisory and non-contract workers. The total increase for wages and other benefits will add about $115,000 to annual district expenses.

The decision by the directors will take effect Jan. 1, 1966. An extra holiday and other benefits, including welfare, pensions and vacations were covered in the board's decision.

The arbitration award affected over 1200 workers who belong to Carmen's Union, Division 192. Pay increases and benefits included in the arbitration award were estimated at $2,100,000 for the two-year life of the contract.

More Information

A note or phone call to the transit district, 654-7878, will place your name on the mailing list for Transit Times if you are not already regularly receiving a copy of the monthly newsletter.
At adjourned and regular meetings Nov. 10, the Board of Directors:

- Approved service expansion on lines 34, A and R, on motion of Director Copeland.
- Adjusted salaries and other benefits of non-contract personnel, on motion of Director Copeland. (See story, Page 7).
- Retained General Appraisal Company of San Francisco to appraise district buildings and equipment on motion of Director Rinehart.
- Raised East Bay children's fare 5 cents, on motion of Director Bettencourt. (See story, Page 1).
- Raised transbay commute fare 2 cents, on motion of Director Rinehart.
- Renewed public liability insurance policy for another three-year term, on motion of Director Rinehart.

AC Transit Family Boosted by New Employees

Employees hired recently include:

**General Offices**
- Data Processing: John L. Ebbinga, 4459 Masterson St., Oakland, tab machine operator.
- Accounting: Wilma D. Campbell, 3 Cabana St., Vallejo, junior clerk.

**Emeryville Division**
- Maintenance: Joshua S. Harman, 1525 Cherrywood Dr., Martinez; James H. Palmer, 33 Westbrook Ct., Concord, service employees.
- Bus Operators: C. F. Donnelly, 2121 Concord Ave., Concord; R. S. Parr, 3445 Encinal Ave., Alameda; Sterling Robertson, Jr., 1706 Grove St., San Francisco; J. D. Jones, 1590 Chestnut St., Livermore; Allen Robbins, 60 Wilson Way, Milpitas; L. A. Sward, 9320 Plymouth St., Oakland; H. W. Gerlach, 2748 Junipero Serra Ave., Daly City; R. S. Totten, 1906 Central Ave., Apt. D, Alameda; D. W. Dehn, 2585 Powell St., Alameda; R. T. Wing, Jr., 14744 Washington Ave., San Leandro; O. H. Chadwick, 1200 Page St., San Francisco; John Pauding Jr., 1525 Russell St., Apt. 7, Berkeley; Daniel Wilson, Jr., 1806 West St., Apt. 1, Berkeley; A. L. Darrigo, 530 41st St., Apt. 12, Emeryville; G. A. Morris, 66 Monte Vista Ave., Oakland; Hershel Edwards, 1572 Brentwood Ct., Walnut Creek.

**Richmond Division**

**Seminary Division**
- Maintenance: Richard Prevatt, 3908 Randolph St., Oakland, service employee.